

Volume 5, Number 2



Seventh Division Bulletin Board



Official publication of the Seventh Division, Pacific Northwest Region,
National Model Railroad Association (Canada)

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Bulletin Board Co-editor						Fraser Wilson	298-4166

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The National Model Railroad Association (Canada) is a separately incorporated section of the National Model Railroad Association headquartered in Chattanooga, TN. It is a charitable organization dedicated to preserving our railroad heritage through promotion of model railroading, and by promoting and recognizing craftsmanship and service to others within the hobby.

President, NMRA Canada; Steven Stark (Vancouver, BC)

7th Division Bulletin Board

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Editorial opinions expressed herein do not necessarily reflect those of the Seventh Division Standing Committee.

Contributions of letters, articles, event news, plans, photographs, and art are welcome, and may be sent to the address below. The cutoff date for upcoming issues is the 12th of the month preceding publication. All communications directed to the Division should be forwarded to the Superintendent. Memberships, renewals, and address changes must be sent to the membership coordinator.

Editor

Richard Starchuk

1114 Noons Creek Dr.,
Port Moody, BC
V3H 4A2
461-2765

Co-editor/Production

John Zuk

917 Queens Ave.,
New Westminster, BC
V3M 1M1
525-4004

Bulletin Board Has New Editor

This edition of the Bulletin Board was put together at the very last moment due to the resignation of Phil Magnall. We apologize for the late issue and lack of material, as the transfer from old to new editor is still taking place. As we settle into this new job, we will try to produce the *Bulletin* on time with as few style changes as possible. If you have any suggestions as to layout and or content, now is your chance before the glue has set.

Richard

Island Spring Meet, Nanaimo, BC Sunday, April 28:

The Mid-island Spring Meet #7 will be held at the Country Club Mall, 3200 Island Highway, Nanaimo. Doors open at 10:00 h (10 am) and close at 16:00 h (4 pm). Admission is \$2.00 for NMRA members, \$3.00 for non-members, and \$5.00 for a family.

If any 7th Division members would like to help, we would appreciate your assistance on April 28th. With the meet held in the mall this year, we expect to have more of the general public coming in. The Spring Meet Committee would like to have a number of tabletop demonstrations and displays to interest newcomers. We are in need of model railroaders who would be willing to present and explain basic model railroading. We have an opportunity to interest a number of potential model railroaders. Those willing to demonstrate and explain will be meeting new friends, helping people learn about the hobby, and maybe even getting a project or two of their own completed. For more information, please contact: Ken Rutherford at 724-4698, or Rick Lord at 724-4205, or

Grant Stephens,
655 Franklyn St.,
Nanaimo, BC V9R 2Y1
754-5982

Victoria Model Railway Show

The Vancouver Island Sub-division of the PNR 7th Division is playing host to the Victoria Model Railway Show on September 29th, 1991. It will be a one day event in the Princess Mary Restaurant, 344 harbour Road, Victory, BC. The Princess Mary Restaurant is located one block from the Johnson Street Bridge.

This is the first time this kind of event has been staged in Victoria and from all indications, this is going to be a tremendously successful show. For more information, please contact:

David Tomljenovich
Victoria Model Railway Show
c/o 7175 Hagan Road
Brentwood Bay, BC V0S 1A0

Annual General Meeting

Ports Canada Day Display

The 7th Division will be presenting model and prototype displays in conjunction with Ports Canada Day on Sunday May 12th. The 7th Division will also hold their annual General Meeting. All members should attend this meeting. The Ports Canada Display is held in the B.C. Rail head office, 1221 W. Esplanade, North Vancouver.

9:45 h Annual General Meeting.

10:00 h to 16:00 h Public show including

Steve Stark's clinic on building rolling stock.

Anyone interested in bringing a display should contact Greg Kenelly at 437-3499

News Briefs

For you CP Rail fans:

CP pays \$29 million for a bigger slice of the U.S. railway pie.

An agreement with Philadelphia based Consolidated Rail Corp over the joint use of track has cleared the way for CP Rail's \$29 million purchase of the bankrupt Delaware & Hudson Railway. This now makes CP one of the largest railway operators in the U.S.. The sale of D&H's 2,400 km of track in New York, Pennsylvania, Maryland, and New Jersey was held up by a dispute over the use of Conrail track between Buffalo and Niagara Falls, N.Y. This is the track that CP needs to link its Canadian system with the D&H. CP will now be able to ship freight through various ports on the American East Coast and better compete with Canadian National Railway Co., which only has direct Atlantic port links in Montreal and the Atlantic provinces. The sale will also provide new links with the Soo Line, CP's rail operation in the upper midwestern states. D&H and the Soo Line will be merged into a new company called CP (U.S.) Holdings Inc.

For you New Equipment fans:

New Bogie Races Down the Tracks

A solution to conventional train technology (which is not fast enough) and cheaper than magnetic levitating trains with their infrastructure (its expensive) has been developed by Professor Fritz Frederich, head of the Institute for Rail-guided Vehicles and Distribution Technology in Aachen, Germany.

Frederich's idea is quite simple - a train bogie with independent suspension, which is a proven concept taken from the automobile industry. These bogies can handle speeds of 400 km/h or more.

According to the professor, trains do not run straight ahead. Bound together by a solid axle they are forced to run synchronous, the four wheels dance merrily down the tracks. The wheels are constantly at a slight angle to the direction of travel, taking a slight turn to the right, then to the left.

The faster the train travels, the more intense the wheels undulate (bounce), until only the safety features keep them from jumping the tracks - the wheels are virtually rammed into the tracks.

However, this new design has the front and rear wheels connected into a stable unit, with left and right wheel pairs connected via a complex geometrically designed linkage. Any attempt by a wheel pair to deviate from a straight line produces forces that return the wheels to the proper position. "The bouncing of the wheels becomes so small that it is practically unmeasurable", explains Frederich.

When tests were conducted on the Deutsche Bundesbahn (DB - German Federal Railway) considerably less wear and tear on wheels and tracks combined with noticeably lower noise levels made the test very positive. The new bogie weighs far less than old bogies - 2.7 tonnes compared to nearly 4 tonnes. Further testing of the bogies on test beds achieved speeds of up to 507 km/h (314-mph).

Too bad these new bogies can't be used on the ARLT (Sky Train) to cut costs and noise levels. Now if they were used for model trains, may be I would have fewer derailments.



Gerry Lewis

464-8633

WESTWOOD

Hobbies & Crafts

Westwood Mall
135A - 3000 Lougheed Hwy.
Coquitlam, B.C. V3B 1C5